

YET ANOTHER HONOR FOR
DEWAR'S
PERTH WHISKIES
Which have received a ROYAL
WARRANT from His Majesty
King EDWARD VII.

SOLE AGENTS:
H. PRICE & CO.,
458 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

No. 11,990.

號一廿月八年一零百九千一英

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

日八初月七年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. AGAR, 11 & 12, Clements
Lane, Lombard Street, E.C. 3. STREET
& CO., 30, Cornhill. GORDON &
GORDON, Ludgate Circus, E.C. 4. BATES
HENDY & CO., 81, Cannon Street, E.C. 4.
SAMPSON, LANGE & CO., 150 & 154,
London Wall Street, W. M. WILKS, 151,
Cannon Street, E.C. 4. ROBERT WATSON,
120, Fleet Street, W. MITCHELL & CO.,
South Hill, Hammersmith, W. 6.
PARIS AND EUROPE.—MAYNARD,
PAYRE & CO., 18 Rue de la Grande
Boulevards.
NEW YORK.—THE CHINESE EVANGELIST
OFFICE, 22 West 22nd Street.
SAN FRANCISCO and American Ports
generally.—BEAS & BROWN, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORDON, Mel-
bourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE
AGRICULTURAL CO., Colombo.
PATAVIA.—H. M. VAN DORE & CO.,
SINGAPORE, STRAITS, &c.—KELLY &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WAT-
SON & CO., Manila.
CHINA.—AGENTS, A. A. DE MELO, Agao,
N. MALLER & CO., LIMITED, Poonhoe,
BROOKLYN & CO., Shanghai, LANE,
CRAWFORD & CO., AND KELLY &
WALSH, Yokohama, LANE, CRAWFORD
& CO., and KELLY & WALSH.

Business Intimations.

STEAM LAUNDRY COMPANY,
LIMITED.

THE Company is now in a position to
Collect and Deliver at Private Resi-
dences. Customers who desire our ser-
vice to call for their Washings will oblige by
addressing the undersigned.
P. G. ALLEN, Manager.
Hongkong, August 15, 1901. 1715

NOTICE.

I HAVE THIS DAY Resigned my
DENTAL PRACTICE.
Wm. MacLEOD, D.D.S.,
Beaconsfield Arcade.
Hongkong, August 1, 1901. 1501

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARETTES and
CIGARETTES from the "GERMANIA"
FACTORY of Munich, for which they are
sole agents in Hongkong. Prices moder-
ate. Stock of specially selected quality.
A trial solicited. Special Terms to Ex-
porters.
T. M. STEVENS & CO.,
1, Daboll Street.
Hongkong, August 2, 1901. 1607

Wanted.

WANTED.
AN EXPERIENCED MAN, for Harbour
Work. Apply by letter only to
THE FOUNDATIONS & DISINFECTING BUREAU,
41, Des Vieux Road Central.
Hongkong, August 15, 1901. 1716

IMPERIAL BANK OF CHINA.

WANTED.
AN EXPERIENCED MAN of Business
to act as COMPTROLLER from next
Chinese New Year.
Full particulars can be obtained on
application to the Undersigned.
By Order of the Board of Directors,
R. W. RUTTER,
Manager.
Hongkong, July 30, 1901. 1713

WANTED.

TO Purchase a STEEL or IRON SAIL-
ING VESSEL. Capacity 400 to 700
tons Register.
Apply to "R. S."
Care of "CHINA MAIL" Office.
Hongkong, August 17, 1901. 1721

HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15
p.m. every half hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
Saturdays.
Extra cars at 11.30 and 11.45 a.m.
SPECIAL CARS by Arrangement at the
Company's Office, 38 and 40, Queen's Road
Central.
JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, April 2, 1901. 1601

Company Notices.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share
and BONDS of \$7 per Share for the
Six Months ending 30th June, 1901, de-
clared at Monday's Ordinary Half-Yearly
Meeting, will be PAYABLE at the premises
of the HONGKONG & SHANGHAI BANKING
CORPORATION, on and after TUESDAY,
the 24th August, and Shareholders are
requested to apply for DIVIDEND WAR-
RANTS at the Company's Office, Queen's
Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, August 19, 1901. 1735

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN Accordance with the provisions of No.
121 of the Articles of Association the
General Shareholders have this day declared an
Interim DIVIDEND of 5 per cent. for the
Half-year ending 30th June, 1901, on the
Paid-up Capital.
DIVIDEND WARRANTS PAYABLE
on SATURDAY, the 24th August, will be
issued to Shareholders on application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 15th to 24th
inst. both days inclusive.

JARDINE, MATHESON & CO.
General Agents.
Hongkong, August 12, 1901. 1659

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO.,

LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the
Rate of 5% (Two Dollars and Fifty
Cents per SHARE) for the Six Months
ending 30th June, 1901, will be PAID to
those Persons who are Registered as Share-
holders in the share Company on the 29th
August, 1901.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 22nd to
the 30th instant, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, August 15, 1901. 1769

THE HONGKONG COTTON SPINNING,

WEAVING & DYING COMPANY,

LIMITED.

ISSUE OF NEW SHARES OF \$10

EACH PAYABLE ON APPLICATION.

APPLICATIONS for 50,000 New
Shares will be received by the HONG-
KONG & SHANGHAI BANKING CORPORA-
TION on or before 31st Oct. on the 27th of
August, 1901, upon forms which may be
obtained either at the said Bank or from
the undersigned.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, August 14, 1901. 1683

HONGKONG & SHANGHAI BANKING

CORPORATION.

THE DIVIDEND Declared for the Half-
Year ending 30th June last, at the
Rate of ONE POUND AND TEN
SHILLINGS Standing per SHARE of
\$125, is PAYABLE on and after MON-
DAY, the 19th of August Current,
at the Offices of the Corporation, where
Shareholders are requested to apply for
WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, August 17, 1901. 1719

THE CHINA & JAPAN TELEPHONE

AND ELECTRIC CO., LTD.

SUBSCRIBERS are Notified that New
Regulations printed on the List of
Subscribers now being issued will come
into force on the 21st instant.
These Regulations are identical with
those now in general use in England, and
after the above date, all connections will
be made in accordance with them.

W. STUART HARRISON,
Manager.
Hongkong, August 17, 1901. 1724

TEBRAU PLANTING COMPANY,

LIMITED.

NOTICE is hereby given that in accor-
dance with ARTICLE IX paragraph
5 of the Articles of Association of the
Company, the following SHARES have
been FORFEITED.

10801-11000
11286-11335
11538-11585
11786-11885
14336-14485

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, August 6, 1901. 1628

三字經

千字文

1.—THE TRI-METRIC CLASSIC.

2.—THE THOUSAND WORDS POEM.

Translated from the Chinese
by E. J. EYRE, Ph.D.
To be had—Price 30 Cents the set—from
the "CHINA MAIL" Office, 5 Wyndham
Street.

Business Notices.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Designing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
1587

BICYCLES

AND

TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.

Prices varying from \$50 to \$250.

ASCETYLENE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT.

11, D'Arville Street.

Hongkong, 9th February, 1901. 925

HONGKONG

STEAM LAUNDRY CO., LIMITED.

WASHING! WASHING!

Gentlemen's (Ordinary) at a Fixed Price
of 88 per Month, per box or as per Tariff.
Ladies and Families—As per Tariff.

All Articles Washed.

SHIRTS, COLLARS AND CLOTHS CROSSED BY
MACHINE.

California Washmen Employed.

No Clothes Sleeping on Premises.

Depot: No. 5, Lee House Street.

P. G. ALLEN, Manager.

Hongkong, August 6, 1901. 1620

THE

ROBINSON PIANO CO.

LD.

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

TRADE MARK.



TRADE MARK.

WATKINS, LIMITED,

CHEMISTS, PERFUMERS, AERATED WATER MANUFACTURERS,
WINE & SPIRIT MERCHANTS, & GENERAL COMMISSION AGENTS.

Agents for

Beecham's Pills.

Schlitz American Beer.

James Watson's Dundee Whisky.

Berkfield Filters.

Crown Brand Old Rye.

Cyrus Noble American Whiskies.

Serravallo's Tonic.

Esset's Disinfectants.

Breckel & Roger's French Brandy.

Manila Cigars—Factory, 'Germinal.'

PRESCRIPTIONS AND FAMILY RECIPES DISPENSED BY QUALIFIED EUROPEAN CHEMISTS ONLY.

Factory: MASON'S LANE.

66, Queen's Road Central, HONGKONG.

THE VISITORS' BOOK.

There is no better way to relieve the mind of a wet day in the country or at the seaside than to get hold of your host's 'Visitors' Book,' and on the impressions of the guests who have preceded you. Not all the criticisms you will find are strictly just; a few are even scurrilous. At the same time a study of the book in question will often yield a half hour's quiet amusement. During a few years' travelling up and down the country (a correspondent says in the *Liverpool Post*) I have come across in the 'Visitors' Book' many a scintillation of real wit that would have brightened the pages of the best of our comic papers. One day, for instance, I was in a little village in Wales, where the two principal hotels were named respectively the 'King's Head' and the 'King's Arms.' I stayed at the former, but a gentleman who preceded me had evidently sampled both, as his entry in the book ran:—'The "King's Head," as might be expected, is "King's Arms." On another occasion I was "resting" at a small seaside village in the north of Ireland, where there were some rather primitive salt water baths. It is necessary to point out that the said baths were on the verge of the village green, and also that the well-known song "The Weir in the Green" was in that district popular or unpopular according to the politics of the vocalist—and listener. I had been going to the baths every day for a fortnight, and on the occasion of my last visit, Murphy, the attendant, asked me to write something in his 'Visitors' Book.' Here is what an immediate predecessor had written:—'I went unto friend Murphy, and took him by the hand. Said I:—"How is the bathing now, and how does it stand?" Said he:—"There are more bathers now than ever yet were seen. So many come here daily that they're wearin' down the green." That poet was a bit of a wag. In the same book was an entry not so easy to diagnose, and readers must judge for themselves whether the writer was a sarcastic Englishman or an enthusiastic

Irishman. His entry was:—'I am glad to be in a land where every boy is born a gentleman.' In a little inn in the north of Scotland I once came across an entry which must surely have been written by a southerner whose head, only accustomed to the mildly-stimulating effects of bottled beer, was unable to stand the 'mitchkins' of Highland whisky of which he had evidently participated during his visit. I fear that his contribution smacks strongly of literal 'swelled head,' as it read as follows:—'Fools may stand in slippery places; but don't drink the whisky here if there's ice on the ground.' In a boarding-house in the Isle of Man at which I once sojourned, a couple of visitors were evidently far from pleased at the prevalence of 'visitors' who were not exactly paying guests. One of the visitors—the human ones, of course—had written:—'O, the fleas! the frivolous fleas! They delight just to smite and to bite at there ease; The ten plagues of Egypt were nothing to these— Fearless and fat filibustering fleas! This particular boarding-house in its earlier days can hardly have been an attractive resort, as the above entry was followed by another rather severe criticism, which read:—'You talk about fleas—but what price the cockroaches! They come on Shanks's pony, on cycles, in coaches; They come in battalions, swarming like bees— And yet you've the cheek to complain about fleas!' The surroundings must have been equally distasteful to the *epi-eridi* customer of a Staffordshire hotel, who slipshodly wrote:—'I came; I saw; I—hooked it. But the landlord somewhat wetblanketed the slippancy by adding:—'Yes, and without paying his bill, too.' In a Yorkshire village inn I once encountered a specimen of caustic wit at the landlady's expense that was not entirely undeserved. The name of the inn was 'The George and 'Dragon,' and the cynical guest had written:—'Yes, I know the landlord's name is George—but why does the landlady give herself away? If Mrs.

'George,' ever read that extract I fear her language was more forcible than polite. Possibly, indeed, it was something like that anticipated by a visitor to another hotel not far away, who expressed himself thus:—'The weather has been very cold during our visit here, but the hotel charges have been fairly warm, and I fancy that the landlord's language will, when he reads this, be warmer still.' Curiously enough, I have stumbled across most of these 'opinions' in small hotels in out-of-the-way villages, and in middle class boarding houses, where the not too-wealthy tourist hides himself in the summer months. Yet it was in a very swell boarding house that a gentleman, signing himself 'B. P.,' wrote:—'The boarding here is good, but the beds are—well so hard that it's sometimes difficult to know which is the boarding and which is the bed.' To this the landlord had added the underlined grant:—'Humph! I lie on them myself.' The landlord had better have taken the joke in good part and laughed at it, as the very next visitor taps the landlord's note with the crushing retort:—'M'yes; but you can lie anywhere.' In another 'hotel' at which I stayed the cheese had evidently been as odorous as the medicinal waters for which the resort was famous, for a patron (on his honeymoon probably) had burst into rhyme:—'Come into the garden, Maud, Till that gorgonzola's flow; And if I'm to kiss you again, Maud, For heaven's sake let it alone! It is to be hoped that Maud obeyed the summons before the cheese had time to chase her.

LIFE AND VIGOUR FOR THE HAIR. The only article which really possesses nutritious virtues for stimulating and restoring the hair, is *Rowland's Macassar Oil*. It removes scurf, dandruff, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as *Rowland's*. Macassar Oil, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists. £20-3b

A WORLD WIDE REPUTATION. CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy has a world wide reputation for the cures. It never fails and is pleasant and safe to take. For sale by All Dealers, WATKINS Ltd., General Agents.

To Let.

TO LET.
NOS. 1 to 8, 'WILD DELL' WASH ROAD.
Apply to
SANG KEE,
198, Praya Central.
Hongkong, August 1, 1901. 1602

TO LET.
NOS. 1, STEWART TERRACE, THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, July 16, 1901. 1478

TO LET.
(FROM 1st AUGUST NEXT).
NOS. 2, ORMSBY TERRACE, KOWLOON.
Apply to
PUN HUNG,
85, Queen's Road Central.
Hongkong, July 17, 1901. 1490

TO LET.
GODOWN, No. 54, DUNDRELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, July 4, 1901. 1399

TO LET.
A HOUSE in HIFON TERRACE, BLUE BUILDINGS, No. 3, 2ND FLOOR.
THE RETREAT, MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, August 1, 1901. 1381

TO LET.
2 EUROPEAN HOUSES Nos. 18 and 20, LEICESTER HILL ROAD.
Apply to
HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, August 6, 1901. 1640

TO LET.
LARGE BEDROOM, with BOARD, in PRIVATE HOUSE, Suitable for Two Gentlemen.
Apply 'M. W.,'
c/o 'China Mail' Office.
Hongkong, August 19, 1901. 1734

TO LET FURNISHED
For 2 or 3 Months from 1st August.
27, BELLIS TERRACE, Top Terrace, Fine View of Harbour, back entrance from Conduit Road.
Apply to
C. E. WARREN,
No. 3A, Wyndham Street.
Hongkong, August 19, 1901. 1736

For Sale.

FOR SALE.
JOHN GRAHAM'S Choice 'FIVE CROWN' PORT. Well-known to connoisseurs in the East.
G. C. ANDERSON,
29, Des Voeux Road.
Hongkong, June 14, 1901. 1251

FOR SALE.
RACING YACHT ERICA, designed by Mr. A. DENISON. Champion Boat in Season '93-99 and winner of many prizes. Price complete with Sails new last year \$300. Can be seen on application to Sec., R.E.Y.C., R.E. Mass.
Hongkong, August 8, 1901. 1644

Auctions.

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.

MR. GEORGE P. LAMMERT will sell by PUBLIC AUCTION, at his Offices, Daddell Street, on

FRIDAY,
the 23rd August, 1901, at 3 o'clock p.m.,—
THE VALUABLE LEASEHOLD PROPERTY,

Situate at
SHAUKIWAN, IN THE ISLAND OF HONGKONG, CONSISTING OF
SHACKIWAN Lots Nos. 18, 19, 20, 21, 22, 23, 24 and 25, which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 24 for the residue of several terms of 999 years and as to Lot No. 25 of the residue of a term of 75 years.

Particulars and conditions of sale may be obtained from
MESSRS. DEACON & HASTINGS,
10, Queen's Road Central,
Vendor's Solicitors.

MR. GEO. P. LAMMERT,
The Auctioneer.
Hongkong, August 8, 1900. 1650

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.
Entrusted to the Society of the 'MISSION BROTHERS.'
(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW'.)
PRICE ONE DOLLAR.
ON SALE AT KELLY & WALSH, LTD.

ASK FOR DROZ & CO.'s LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.
All Watches Guaranteed.

TRADE MARKS:
BERNA, MAXIM.
Watches and Clocks repaired by Competent EUROPEAN EXPERTS.
DROZ & CO.
No. 10, Queen's Road Central.

JAPAN COALS. THE MITSUI BUSSAN KAISHA (Or MITSUI & CO.)

HEAD OFFICE:—44, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.
BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chiofoo, Kanton, Nanking, Port Arthur, Seoul, Chemu, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Rure, Shimonoed, Moji, Wamatsu, Karatsu, Nagasaki, Kuchinotsu, Sascho, Miike, Hatodato, Taipeh, etc.
Telegraphic Address for all the Office: 'MITSUI.'
A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Fukano, Hokeky, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohinzama, Tanbakuro, Yoshinotani, Yoshio, Yumokihara, and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, August 1, 1901. 1110

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, BECKHAM, LONDON, ENGLAND.

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME only, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the POPULAR & LEADING PAPER.

Established over Half a Century.

PRINTING

PRINTING

PRINTING

Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

3 WYNDHAM STREET.

HONGKONG.

Telephone No. 185.



DEWAR'S

FAMOUS

PERTH

WHISKIES

As Supplied to HIS MAJESTY

KING EDWARD VII., under

ROYAL WARRANT.

SOLE AGENTS:

H. PRICE & CO.

157, Queen's Road.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per *Scandinavia* not cleared after this date subject to rent.

Goods per *Paros* not cleared after 4 p.m. subject to rent.

Goods per *Chion* undelivered after this date subject to rent.

Monday, August 20: Goods per *Siam* not cleared before noon, subject to rent.

General Memoranda.

Sunday, August 19: Goods per *Nippon* not cleared after 4 p.m. subject to rent.

Monday, August 20: Goods per *Siam* not cleared before noon, subject to rent.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the latest forms for receiving Advertisements and Corrections to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 5 p.m.

BAIN & REID.

CHINA MAIL Office, Dec. 1900.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

Celebrated

E BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen ... \$15.00.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

157, Queen's Road.

BIRTH.

On the 16th August, at No. 3, Quai de France, Shanghai, the Wife of BRENNARD BISHOPMAN, of a Son.

DEATHS.

At the Shanghai General Hospital, on the 13th August, LEO CART AUGUST VON YAUENBURG, a native of Zabitz, Germany, and late of I.M. Customs, Ningpo; aged 41 years.

At Ningpo, on the 11th August, GUSTAV KULZAU, aged 13 years.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

THE subject of commercial cables is receiving much more attention in commercial circles than was the case a few years ago. High cable tariffs, it is contended, form an excessive burden upon trade, and this view of the question is becoming more general on account of the keener competition in trade and the tendency to reduce profits. Hongkong has felt this as keenly as any commercial centre in the world, and the records of the Chamber of Commerce bear evidence of the efforts of the Hongkong merchants to lighten their burden and to minimise the multiplying effects of the monopoly of the cable companies. By themselves the members of the Chamber of Commerce are not able to emancipate themselves; but in conjunction with the Associated Chambers of Commerce they may be able, in time, to take a prominent part in one of the most remarkable developments of the new century. The outlook is brighter for the Colony in this respect than ever it was before.

The new Pacific cable will benefit Canada and the Australasian Colonies primarily; but there is reason to hope that Hongkong will share ultimately in the benefits. Then, again, the American Government is going to lay a state-owned cable from the west coast of the American Continent to the Philippine Islands. To make such a cable profitable it is almost essential that it should connect with China and Japan, and, therefore, with Hongkong. If at present there are any obstacles to the entry of the American cable into the Colony, a point on which considerable doubt exists, it is not too much to hope that the Colonial authorities will introduce such changes as will allow the mercantile classes to take advantage of the most favourable telegraphic facilities offered to them.

Some of the larger Colonies are not content with competitive cable lines. During recent years there has originated an agitation in favour of State-owned cables, and this movement is gathering strength. Canada has been strongly identified with this agitation, and we have before us a circular letter addressed to various bodies representing trade and commerce throughout the British Empire by the Board of Trade of the City of Ottawa. Attached to the letter are magazine articles, letters and resolutions bearing on the subject, all tending to show the advantage to the Empire as well as to the mercantile communities of a State-owned system of cable communication. The promoters of the movement have two main objects:—first, to bind the Empire by a bond of Imperial unity of inestimable value; and, secondly, to foster trade and stimulate commercial activity. What we may call the sentimental object will doubtless be achieved if cable rates can only be reduced sufficiently to accomplish the second and more practical object. The circular letter says:—

More than a year ago the scheme of world encircling telegraphs was earnestly considered by this Board, and resolutions were then passed pointing out the necessity for establishing the Pacific Cable as the initial link in such a system of State-owned Cables. It is a matter of great gratification to the Board to know that the Pacific Cable is now being established, under a joint agreement between the Home Government and the Governments of Canada, New South Wales, Victoria, Queensland and New Zealand, and that there is every prospect of Canada being connected with the United Kingdom at an early date by a State-owned trans-Atlantic Cable. With these works completed, and the Canadian land lines nationalized, the whole distance from England to the shores of the Indian Ocean, say at Perth, the capital of Western Australia, will be covered by a series of Cables and land telegraphs under State control. Perth is near the 118th meridian east, while it is 244 degrees of longitude westerly from London. Reckoning by meridians of longitude, therefore, two-thirds of the Globe will be girdled by a State-owned telegraph service, so soon as the Pacific cable and Canadian lines associated therewith are established as national works. The necessity for connecting India and other British possessions in Asia with the Imperial system of telegraphs must

however be recognized. On reference to the papers appended it will be found that the Imperial scheme of cables to traverse the Indian and Atlantic oceans between Perth and London, embraces the following works, viz:—

1. Cable from Western Australia via Coos Island and Mauritius to South Africa, with branches to India and Singapore.—9,100 miles.

2. Cable from South Africa via Ascension and Barbadoes to Bermuda, thence to Canada and the United Kingdom.—6,600 miles.

These two sections together make 15,700 nautical miles, while the distance from London to Perth by the Canadian route is about the same, the actual distance, being a few hundred miles less. Thus it will be seen that taking into account branch cables to connect all the British possessions, half the whole work is already or will shortly be accomplished. Since the projected Imperial Postal Cable service was formally submitted to the Secretary of State for the Colonies in 1898, certain telegraph companies have been permitted to lay private cables on the sections east and west of South Africa; it may however be assumed that in a matter which has been correctly described as of transcendent importance to the British people everywhere, care has been taken by those acting for the State to reserve the right to appropriate these cables, whenever in the public interests they may be required.

It is satisfactory to see that India and the Majesty's other possessions in Asia are included in the scope of the Ottawa Board's scheme, and though Hongkong is more likely to be tapped first by the American cable it is highly desirable that the local Chamber should give the Ottawa scheme whatever encouragement is possible by pledging itself to support the State-owned cable movement and by promising to exert whatever influence it can locally to promote the object in view.

While on the subject of State-owned cables, we might direct attention to the article on 'Imperial Telegraphic Routes' in *The Empire Review* of March last. The article is written by Lieutenant Carlyon Bellairs, R.N. (who was stationed for a time in Hongkong). Lieutenant Bellairs objects to the cry for all-British cables, and he points out what he considers to be rank fallacies in connection with the Pacific cable to Canada to Australia. It is a thoughtful article, and though some of his opinions are likely to be unpopular to those who have carried this cable agitation to fruition there are others that might be accepted as trite commercial truisms. Here are a few of them:—'Commerce demands that cabling should follow commercial routes and offer alternative lines in the event of a breakdown. Commerce also demands that cabling should be cheap and rapid. Practically every commercial transaction, however small the margin of profit, begins and ends with a telegram; hence the necessity for cheapness. Owing to differences of longitude, the important work all comes within certain hours; hence the necessity for rapidity in working off the telegrams. Working as our commerce now does with small margins of profit during a new era of acute industrial conflict, while militarism is exacting its heaviest burden from industry, what folly it is to wilfully choose a route which makes cabling expensive, and brings its speed down from twenty-three words to twelve words a minute! Is not this a policy which tempts rivals into the field? (He advocates going from Canada to Honolulu and then on to Australia and New Zealand instead of going to Fanning Island.) We are not qualified to discuss the strategical points raised by Lieutenant Bellairs, but regarding his arguments from the purely commercial point of view he seems to have reason on his side. His article is merely mentioned as bearing upon a subject in which Hongkong is vitally interested, and it ought to be read and weighed carefully by anyone who has given the cable question any study.

Sudden Death of British Officer.

A Kobe telegram dated 15th inst. reports:—Captain H. J. Pavis, of the 3rd Bombay Cavalry, died in his bed at 10 o'clock this morning at Maruyama, Onsen, Kiato.

The Siberian Dogs.

The Siberian Dogs for the German South Polar Expedition, which have recently been quarantined at Mr Kennedy's Horse Repository, were yesterday shipped for Sydney by the German s.s. *Neptun*. At Sydney, they will join the members of the Antarctic expedition on their voyage of scientific research and discovery.

A Well Merited Sentence.

Yesterday, Mr Hazeldan passed the full penalty (a fine of \$100, with the alternative of two months' imprisonment with hard labour) on Chiu Chan, contractor, No. 10, Queen's Road, for commencing alterations and additions to a building on Marine Lot 68 without having obtained the necessary permit. Mr Crisp, Inspector of Buildings, prosecuted.

LOCAL AND GENERAL.

Notes by the Way.

The French Mail of the 15th July, and the English Mail of the 20th July were delivered in London on the 19th Aug.

Mrs Gale, who has acted as librarian to the Shanghai Library for twenty-five years, has been presented with a cheque for \$731 from a number of the members.

A severe shock of earthquake took place at Darjeeling on the 6th inst., at four o'clock, lasting a few seconds, the movement being from south to north.

The hospital ship *Gridler* has now been dismantled of her hospital fittings and under her former name, the *Zuignola*, will shortly sail with coolies to Mauritius.

The yield of direct taxation in France for June shows a decrease of 14,592,200 francs, as compared with the Budget estimates, while it is 27,345,800 francs below the amount collected in June, 1900.

An Indian and a Chinaman attacked and robbed a Chinese money-changer on the way to Kowloon City on Monday. After beating him, the Indian threw him into the water. No arrests have yet been made.

Major-General Richardson took part in a cricket match at Shanghai on the 14th inst., Army v. H.M.S. *Assam*. He scored 8 and 6, and also captured some wickets. The Army declared, and were beaten, Phillips scoring 64 for the sailors, including three sixes and several fours.

The Kunlun-Ferry Railway.

Writing of the probable results on the Kunlun railway of Lord Curzon's visit to Lashio, the *Pioneer* thinks the railway may become a local line for the Shan States instead of the pretensions project for opening up Yunnan and Szechuan, stopping at Mongtong, twenty miles beyond Lashio. If this idea is carried out, the expenditure allotted to the Kunlun scheme might be usefully expended elsewhere in Upper Burma, as for example in the Hukong valley scheme for uniting the Burma railways with the Assam line. If this were constructed and the proposed Ghaubai-Dhubri line made, there would be through communication between Upper Burma and the most populous parts of India.

A Lesson to Insolent Natives.

It is subject of general comment that the Chinese in Hongkong are growing more and more insolent in their relations with Europeans. We mean, of course, the Chinese of the lower order; for, on the other hand, the relations between the better class Chinese and the Europeans have always been most cordial and generally above reproach. But the insolence in the street is most marked, and one has only to take a walk along Queen's Road or a rich man's road to see how the Chinese give way before an obnoxious European. To solve an obnoxious European, to assault him, and may entail a visit to the Magistracy and a salutary fine. We are pleased to see that in India a Judge of the High Court has had the courage to reprove an insolent native, and we can only hope that similar good sense will spread eastward to Hongkong. The following is the text of a telegram from Allahabad dated 8th August:—In delivering judgment on Wednesday in the Allahabad High Court on appeal by Major Cartwright in the case noticed some time ago, Mr Justice Knox made some remarks which he hoped would be taken in the spirit in which they were spoken in the quarter for which they are intended. The question was whether Major Cartwright in pushing back a native servant, who was endeavouring to force his way into a first-class railway carriage had been guilty of technical assault. The Joint Magistrate at Benares while expressing the opinion that the case ought never to have come into Court held that he had, and fined Major Cartwright Rs. 10. Mr Justice Knox has now reversed this conviction, and declared the change to be 'frivolous and vexatious.' 'We have a young Chaman boy,' remarked the learned judge, 'bursting with zeal, without any training or manners and probably without a knowledge of what is due from servants to masters, forcing his way into a carriage past his master who was trying to get out. In so doing he finds himself pushed back on to the platform, and very properly pushed back. Twenty years ago in India and to the present day in any civilised country, servants would stand by while the master, whoever that master might be, made his way past. An Indian gentleman alighting from a carriage would be more than surprised if any servant, still more a servant of a caste like the appellant, were to insist on forcing his way in and pushing him back into the carriage.'

Curzon: 'And what is this picture supposed to represent?' Artist: 'I really don't know now, its such a long time since I painted it.'

'What do you think of that whisky?' asked the host. 'Well,' said the guest, 'smacking his lips as he laid down his glass, 'it reminds me of a good story.' 'Let's have it!' 'Oh, you misunderstand me, I merely wish to imply that it's worth repeating.'

LOCAL AND GENERAL.

Tariff Revision.

It is stated as very probable that the Tariff Revision Commission will sit in Shanghai where all the necessary information will be readily available.

Education at Shanghai.

It is reported that certain Chinese merchants and gentry at Shanghai have subscribed and collected the sum of \$12,735 for a Municipal Public School for Chinese. The money will be handed over to the Shanghai Municipal Council.

The Collision Disaster.

The bodies of three more of the victims of the disaster in the Harbour on Saturday evening have been recovered by the Police, bringing the total up to five. There are still three missing. No inquiry as to the cause of the collision has yet been directed.

The Cochrane Street Collapse Inquiry.

It has been directed that an inquiry shall be opened as to the Cochrane Street disaster on Friday morning at ten o'clock. The inquiry will take place at the Magistracy before Mr Hazeldan, and many witnesses, including the landlords of property in the locality and Mr Tooker, of the Public Works Department, have been summoned. Mr Tooker is not yet out of Hospital, but is expected to be out by Friday.

Water Polo.

The V. R. C. 'C' team will play V. R. C. 'A' team in the semi-final of the Hongkong Water Polo Challenge Shield Competition to-morrow at V. R. C. Kowloon, at 5.45 p.m. sharp. Ladies are cordially invited by the Committee. The following are the teams:—V. R. C. 'C' team (White caps)—Gaul, F. D. Bain; Backs, R. Lapsley, C. E. A. Hance; Half-back, Frank Jorge; Forwards, A. Humphreys, A. E. A'vex (Capt.), N. Alves. V. R. C. 'A' team (Red Caps)—Gaul, A. J. Mackie; Backs, A. Loureiro, H. A. Lamont; Half-back, A. A. Alves (Capt.); Forwards, H. S. Kennett, F. K. Tata, O. M. Alves. Referee—Cpl Morris, R.A.; Timekeeper—F. W. White.

Promotion to Mr S. F. Mayers.

Much regret will be felt by everyone, Chinese included (says the *N. O. Daily News*), on learning that Mr S. F. Mayers, of the British Consular Service, is about to leave Shanghai. Mr Mayers has proved a most able and impartial Assessor at that most trying of tribunals, the Mixed Court, and has earned the lasting gratitude of all residents in the Settlement who have had anything to do with that Court. The improvements effected in the present Mixed Court are mainly due to the excellent suggestions made by him to the Magistrate. Mr Mayers leaves here about the first week in September to take up the post of Assistant Chinese Secretary to the British Legation at Peking, a post which, with his knowledge of Chinese, he is thoroughly qualified to fill. The pleasure which he undoubtedly feels at this well-deserved promotion must somewhat lessen the regret felt by his numerous friends at hearing the news of his departure. Mr Campbell is to succeed Mr H. C. B. Cockburn as Chinese Secretary.

Pulling Down the Old Flag.

A Vancouver exchange says:—Captain M. Thwing of the steamer *John S. Kimball*, who arrived from Nome, Alaska, at San Francisco on Saturday, brought the details of another instance of lowering the British flag in Alaska. It occurred at Unalakleet July 4. There were a number of vessels in port, among them being the British steamer *Glenora* and the United States gunboat *Concord*. In honor of Independence Day the British flew the Union Jack and had up some other bunting, while the *Concord* dressed ship. When United States Commissioner Whipple saw the British flag waving in a United States port he got very angry, and, going aboard the *Glenora*, ordered the captain to haul it down. The captain refused, and then the commissioner ordered Deputy United States Marshal Sullivan to arrest the audacious Britisher, and then haul down the flag himself. Rather than go to jail the captain hauled down the flag, but as soon as General Whipple was gone he jumped into the steamer's dingy and was pulled out to the *Concord*. The British captain was not five minutes aboard the gunboat when a boat was manned, and with an officer in the stern put away from the gunboat for the *Glenora*. As soon as the steamer was reached the officer and two of the men went aboard, and in a few minutes the flag hauled down because of Whipple's threats was at the masthead again. The *Concord* ran the British flag up at her fore and began firing a national salute. In this way, Capt. Knox did everything in his power to make amends for the blunder, and there will be no international difficulties in consequence.

A CURE FOR CHOLERA INFANTUM.

'LAST May,' says Mrs. Curtis Baker, of Bookwalter, O., U. S. A., 'an infant child of our neighbor's was suffering from cholera infantum. The doctor had given up all hopes of recovery. I took a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy to the house, and when I felt sure it would do good I used it according to directions. In two days the child had fully recovered, and is now nearly a year since a vigorous, healthy girl. I have recommended this Remedy frequently and have never known it to fail in any single instance.' For sale by A. Denlow, Watson's Ltd., General Agents.

A Pot of LEMCO in the house has saved off many Unlucky. Lemco is genuine Liebig Company's Extract.

LOCAL AND GENERAL.

The Plague.

During the past twenty-four hours, no cases of plague were reported to the Sanitary Board.

Conservancy of the Whangpoo.

The *N. O. Daily News* says:—We learn with much pleasure that the interview between the Viceroy at Nanking and the Consuls with reference to the Conservancy of the Huangpu, were satisfactory, the Viceroy falling in with the principle of the scheme, of whose ultimate execution there is little doubt.

Lady Blake.

The Hongkong correspondent of the *N. O. Daily News* writes:—Lady and Miss Blake left Hongkong on the 7th inst. by the S. S. *Empress of China* for a trip home to Youghal, Ireland. I understand Sir H. A. Blake has become the owner of Youghal, which formerly belonged to Sir J. Pope Hennessy and that H. E. is sparing no pains to beautify and adorn it ready for his reception when he retires from Hongkong. It is, I believe, the intention of Lady Blake to return here at the end of this year or the commencement of next. A large number of her Chinese admirers and friends—Lady Blake is very popular with the Chinese—were present to bid her good-bye.

Shipbuilding Returns.

The returns compiled by Lloyd's register of shipping for the quarter ended June 30, 1901, show that the following vessels are under construction:—413 steam and 28 sail, with a gross tonnage of 1,237,819 and 12,301 respectively, with a tonnage of 441 vessels, with a tonnage of 1,900,179. This shows a decrease in numbers, but an increase in tonnage, compared with the similar quarter of 1900, when the figures were:—Steam, 473 vessels, with a tonnage of 1,260,838; sail, 26 vessels, with a tonnage of 14,475—total, 499 vessels; tonnage, 1,265,313. These figures do not include warships. There are 46 British warships under construction in the United Kingdom, with a total displacement of 381,730 tons, and 10 foreign, with a displacement of 21,465 tons. Of the 46 British warships mentioned, 18 are being constructed at the Royal dockyards and 28 at private yards.

The Plague in Calcutta.

In his report on the last outbreak of plague in Calcutta from February to May, Major Deane, Special Health Officer, refers to the work of disinfection as carried out both prior to and during the epidemic and the numerous difficulties which had to be contended with. These operations were not satisfactory because it was impossible to get the work done thoroughly owing to the crowded state of the rooms that had to be disinfected and the objections of people, principally Mahomedans, who refused to raise their mats and carpets. In the case of such foul spots which it is impossible to effectually disinfect, he thinks the only thing to be done is to destroy them. A start in this direction is now being made, two entire bustees being cleared away but the owners are being paid compensation. Regarding evacuation and isolation Major Deane says the former in a large town has long passed out of the range of useful discussion, while in respect to the latter as the people will not allow the removal of the sick to isolation hospitals there is no use discussing it. Plague, he maintains, is a disease only slightly, if at all directly, contagious. A plague-infected room can be rendered safe for immediate occupation by disinfection but this will not prevent the recurrence probably twelve months afterwards. Rats have practically no concern in the spread of plague. 'Only one cooly engaged in disinfection work contracted plague and died.'

Wanted!—Sanitary Inspectors.

The following appears in a Home paper, and speaks for itself:—Hongkong Sanitary Inspectors required for the Government of Hongkong. Candidates must possess the certificate of the Sanitary Institute of Great Britain, or other equivalent qualification. Engagement will be for three years with possible extension. Salary, \$1,800 per annum, rising to \$2,040 by two annual increments of \$120 with exchange compensation allowance, making half the salary up to a sterling value of three shillings to the dollar. At the present rate of exchange this commensal salary is equivalent to about £225. A rent allowance of \$300 per annum and all out of pocket expenses will also be granted. Half salary during passage out and home. Full salary from date of arrival in the Colony. Free second-class passage out and home on satisfactory completion of engagement. Selected candidates will be required to undergo a strict medical examination as to fitness to serve in a tropical climate before appointment. Applications, stating age and experience, and whether married or single, and accompanied by copies of testimonials (not originals), together with the names and addresses of references of whom inquiries can be made as to qualification and personal character, will be received by the Crown Agents for the Colonies, Downing Street, London, S.W., up to the 29th June, 1901. Further particulars respecting the above appointments can be obtained on application to the Consulting Engineer, Overseas, Chadwick, Esq., C.E., C.M.G., Carter Street, Westminster, London, S.W.

LATE TELEGRAMS.

The Late Empress Frederick.

The Late Empress Frederick.
London, August 5.—The end of the Empress Frederick was quiet and she was conscious to the last.
The Emperor William and the whole family were present, except Prince Henry who had gone to Cadiz to meet the Chilian Squadron.
The King is still at Cowes and proceeds to London to-morrow and to Germany Wednesday.

August 6.—The English, German and French papers have long articles devoted upon the virtue and tragic life of the Empress. The English papers have also a long obituary notice. The English papers refer to the common notion that is again uniting the two peoples. The death of the Empress Frederick evoked widespread sympathy for King Edward and the Emperor William. The English papers say that the Empress was dying as the English flag hoisted at Berlin are flying flags half-masted. The Austrian Parliaments have voted addresses of condolence.

August 7.—The funeral of the Empress took place today at the 13th century residence of the Majesties the King and Queen with the Princess Victoria presiding. The Emperor and Empress left Berlin on Friday and attend a famous banquet on Sunday there.

The House of Commons have unanimously passed a vote of condolence with the King and of sympathy with the Emperor William.

Mr Balfour made a speech in which he eulogized the Empress, who throughout her life strove to promote sympathy between the English and the Germans.

August 8.—It is expected that Prince Henry of Prussia will land at Trieste and return to Germany overland.

Simla, August 7.—The following telegrams have been received from the Emperor and Empress:

train was sent by the Equerry to the King: 'The
Army of India respectfully tender the
homage of its His Majesty and the rest of
the Royal Family in their benevolent
August 8.—The following telegram was
received by the Commander-in-Chief
the Equerry to His Majesty: 'The King
thanks you and the Army of India for your
cable telegram.'

The Sugar Trade.

London, August 5.—The West India
Committee believes that Government has
accepted an invitation of Belgium to
conference in autumn.

Kelly Boy

The Ameer and Khedive.
It is reported from Kabul that the Ameer proposes to send a mission to the Khedive.

Somaliland.
London, August 4. —The Mad M...
expedition has returned to Berbera.
Simla, August 7. —Colonel Sway...
...in Somaliland has now about

country in South America has now swept
country pretty clear of the Mad Mulla
followers and Major Beynon returns to
India to his regiment.

The Accession.
London, August 5.—In the House
Lords the Accession Declaration was re-
third time. Lord Salisbury referring to
prospects of the Bill said it was now cer-
tain the Roman Catholics did not desire

withdrawal of the offensive words in the declaration securing the Protest succession was simultaneously withdrawn and they were not entitled to compensation whatever happened. It is understood Government will drop the Bill and not re-introduce it next year (sic).

The Porte and France.

The Times Constantinople correspondence states that the French Ambassador transferred the *amans* question to the H

August 7.—The tension between the Porte and the French Embassy is increasing, but no rupture is expected.

August 8.—With reference to the question the Porte agreed to buy the

The N.-W. Frontier.
Simla, August 8.—The Kashmirkar was surprised yesterday by Mahadsa's post was, it is understood, held by t

Waziristan Militia under a native officer and the incident in no way affects blockade, which is being rapidly pushed to a successful conclusion.

Later.—Yesterday afternoon two hundred Mahsuds attacked Kashmirkhar Militia. They fired at the sentry at the gate and followed him into post where he was killed. The Mahsuds were completely surprised. The Mahsuds' officer in command fired five shots and the garrison took refuge in the barracks. Mahsuds bored holes in the roof, demanding

the rifles and threatened to set fire to the post. The officer commanding the resistance hopeless surrendered the post. The Mahads locked the garrison in a barracks, looted the post and camped. Havildar Abdul Sotar, sepoy and three labourers were killed. The officer commanding the post and two men were wounded, two severely and slightly. A large quantity of ammunition

The Blood is the source from which systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the bad is disseminated throughout the body. Sufferers from Scrofura, Scervey, Eczema,

Legs, Skin and Blood Diseases, rumples
Sores of any kind are solicited to give Cl
world-famed Blood-Mixture a trial to t
value. Thousands of wonderful cures have
effected by it. Sold everywhere at 2s. 9d
bottle. Beware of worthless imitations and
imitates.

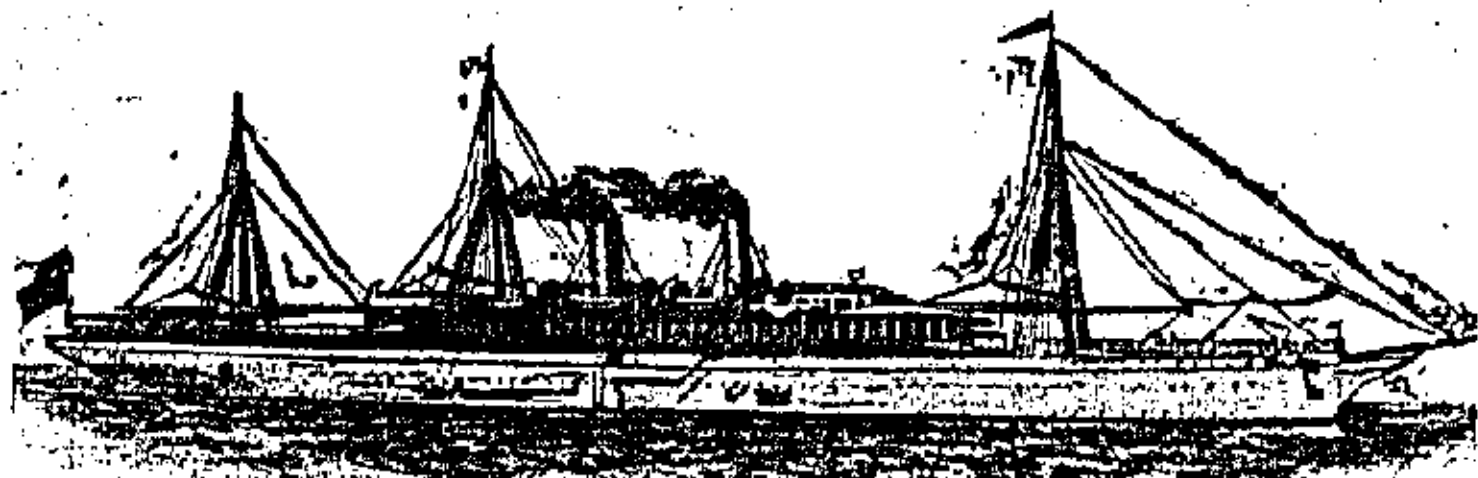
Hongkong Register.

| | Previous day at 4 p.m. | On date at 10 a.m. | On 4 |
|----------------------------|------------------------------|--------------------|---------|
| Barometer | 29.60 | 29.8) | 2 |
| Temperature | 81 | 81 | |
| Humidity | 84 | 85 | |
| Direction of Wind | E | — | |
| Force | 1 | 0 | |
| Weather | 0 | 0 | |
| Rain | — | 0.83 | |

Highest open air temperature on the 20th
Lowest open air temperature on the 20th
Hongkong Observatory Aug. 21th, 1881
F. G. FIGG, First Assistant

TO LET

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Having 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 28th Aug. 1901
*ATHENIAN, 3882 Tons, Comdr. H. HOWATT, R.N.R., WEDNESDAY, 4th Sept. 1901
*EMPEROR OF JAPAN, Comdr. H. PETER, R.N.R., WEDNESDAY, 25th Sept. 1901
*EMPEROR OF CHINA, Comdr. R. ARCHER, R.N.R., WEDNESDAY, 23rd Oct. 1901
*TARTAR 4425 Tons, Comdr. E. BERTHIAU, R.N.R., WEDNESDAY, 30th Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers hold through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

* Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made from YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 13, 1901.

D. E. BROWN, General Agent,
PEDDER STREET, 1112

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE PACIFIC: HONOLULU, SAN FRANCISCO, OAKLAND, SAN PEDRO DE MACAO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers. | Sailing Dates. |
|-----------------------------------|---------------------------|
| KONIG ALBERT | THURSDAY, 22nd August. |
| PRINZESS IRENE | THURSDAY, 5th September. |
| PRINZ HEINRICH | THURSDAY, 19th September. |
| PREUSSEN | WEDNESDAY, 2nd October. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 16th October. |
| SACHSEN | WEDNESDAY, 30th October. |
| KIAUTSCHOU (HAMBURG-AMERIKA LINE) | WEDNESDAY, 13th November. |
| BYERN | WEDNESDAY, 27th November. |
| SUTTGART | WEDNESDAY, 11th December. |
| KONIG ALBERT | WEDNESDAY, 25th December. |
| PRINZESS IRENE | WEDNESDAY, 8th Jan. 1902. |
| PRINZ HEINRICH | WEDNESDAY, 22nd January. |
| PREUSSEN | WEDNESDAY, 5th February. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 19th February. |
| SACHSEN | WEDNESDAY, 5th March. |

ON THURSDAY, the 22nd day of August, 1901, at Noon, the Steamship KONIG ALBERT, of the Norddeutscher Lloyd, Captain C. POLACK, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted (all Noon, on TUESDAY, the 20th August, Cargo and Specie will be received on Board until 3 p.m. on WEDNESDAY, the 21st August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 21st August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR STEAMERS. TO SAIL.

TOOCHOW, NINGPO & SHANGHAI WONGSUNG, 22nd August.

SHANGHAI, CHANGSHA, 30th August.

KOBE AND MOJI, KANSAI, 31st August.

MANILA, TAIWAN, 19th September.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, TAIWAN, 10th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, August 21, 1901.

HAMBURG-AMERIKA LINE.
NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OBERON, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS (NORTH AND SOUTH AMERICAN PORTS).)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Alexandria, Capt. BOERDEN, 27th August, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sibirta, Capt. PORZELT, 10th September, Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Andalusia, Capt. EMBLES, 21st September, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. ... 5th October, Freight.

FOR NEW YORK.

VIA SUEZ CANAL.

End of August or Beginning of September. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

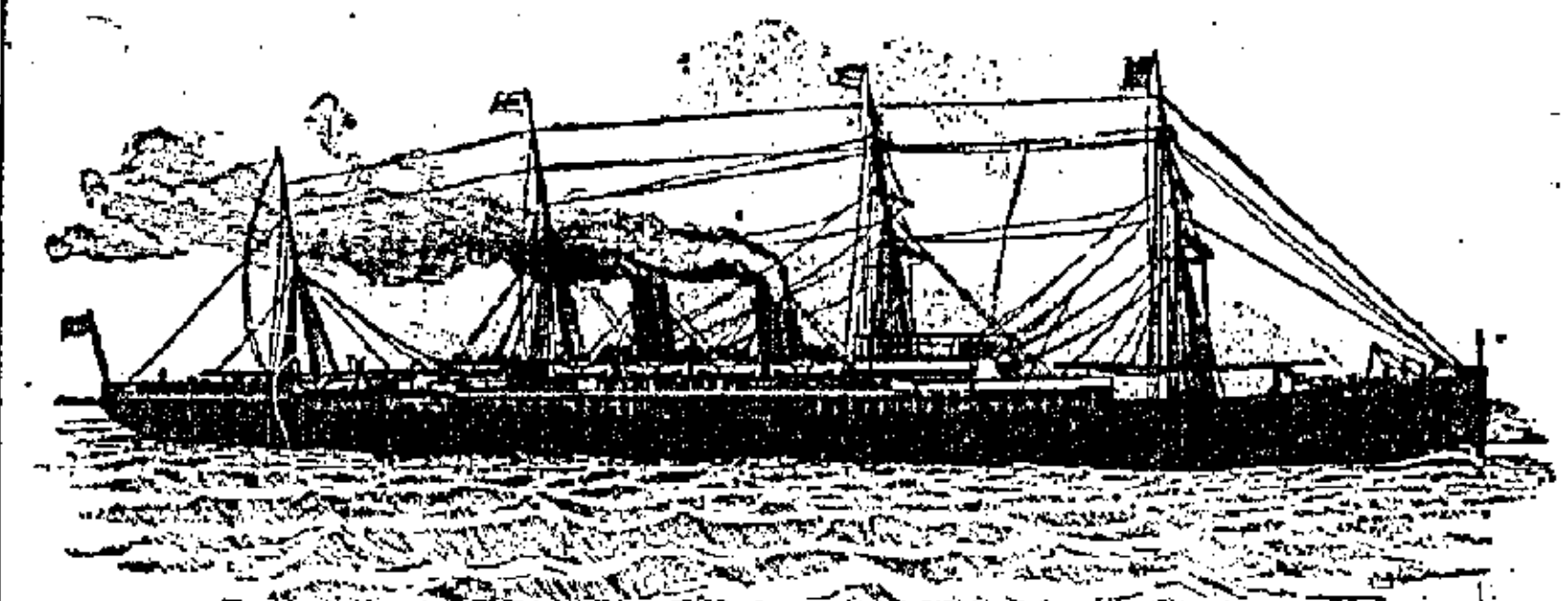
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PERU ... SATURDAY, 31st Aug., at Noon.
CITY OF PEKING ... TUESDAY, 10th Sept., at Noon.
GALLIC ... TUESDAY, 24th Sept., at Noon.
WEDNESDAY, 2nd Oct., at Noon.

THE Pacific Mail Company's Steamship PERU will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Ticket Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received at the office until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. The value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings, Hongkong, August 13, 1901.

GEO. ECKLEY, Acting Agent.

980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer. Tons. Captain. Proposed Sailing.

Despatcher 3601 W. Watt. August 27

Done of the 3821 J. S. Cox September 10

Olympic 2837 J. T. Strubbridge October 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, \$35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, August 16, 1901.

422

OCEAN STEAMSHIP COMPANY

FROM STEAMERS. TO SAIL.

GLASGOW AND LIVERPOOL, TYDNEY, 20th August.

GLASGOW AND LIVERPOOL, PYRENEAN, 20th September.

GLASGOW AND LIVERPOOL, ULYSSES, 13th September.

GLASGOW AND LIVERPOOL, ARADAMONSON, 18th September.

FOR HOMEWARDS. TO SAIL.

LONDON, PELEUS, 22nd August.

LONDON, STREATOR, 3rd September.

LONDON, DOMINION, 17th September.

LIVERPOOL DIRECT, AJAX, 1st October.

(Taking Cargo at London Rates). OREBITES, 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, August 19, 1901.

778

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

KAWACHI MARU, J. S. Thompson, MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID, FRIDAY, 23rd Aug., at Daylight.

KASUGA MARU, H. FRASER, SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE, FRIDAY, 23rd Aug., at 4 p.m.

ROSETTA MARU, N. TATE, NAGASAKI, KOBE and YOKOHAMA, FRIDAY, 23rd Aug., at Noon.

HAKATA MARU, F. L. SUMNER, KOBE and YOKOHAMA, FRIDAY, 20th Aug., at Daylight.

KAGA MARU, J. W. BENDER, VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA, MONDAY, 2nd Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, August 19, 1901.

778

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR STEAMSHIP CAPTAIN DATE.

SHANGHAI, Nankin, C. J. DENTON, R.N.R., Daylight, Aug. 22.

YHAMA, Via SHAI, B. H. W. SNOW, About 20th Aug.

KOBE, Formosa, C. L. DANIEL, About 30th Aug.

SHANGHAI, Chusan, G. M. MONTFORD, R.N.R., Noon, 31st Aug.

LONDON, Via India, E. P. MARTIN, R.N.R., About 7th Sept.

MAISELLES & LONDON, Bence, E. P. MARTIN, R.N.R., About 7th Sept.

* See Special Advertisement. † Passing through the Inland Sea.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, Superintendent.

Hongkong, August 21, 1901.

799

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

3,673 Tons Gross, Captain H. FRASER, will be despatched for the above Port on FRIDAY, the 23rd Instant, at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, August 15, 1901.

1705

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, August 24, at Daylight.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, Sept. 17, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Oct. 12, at Noon.

THE Twin-Screw S. S. NIPPON MARU will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 24th August, at Daylight, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. the day previous to sailing. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, August 20, 1901.

GEORGE ECKLEY, Acting Agent.

1898

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, being established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; to the Agents of the Company at Japan, China, Philippines and Straits Settlements; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the EAST, SHANGHAI.

For further information as to Freight and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, August 20, 1901.

1517

FOR NEW YORK.

THE 3,3 A. I. American Ship MANUEL LLANO will be despatched for the above Port on FRIDAY, the 23rd Instant, at 4 p.m.

Shipping.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SVATOW.

THE Company's Steamship *HAICHING*, Captain DAVIS, will be despatched for the above Port on THURSDAY, the 22nd Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIR & Co., General Managers, Hongkong, August 20, 1901. 1737

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship *PERLA*, Capt. J. E. McArthur, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 6 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried. For Freight or Passage, apply to SHUNWAN, TOMES & Co., General Managers, Hongkong, August 19, 1901. 1727

HAMBURG AMERIKA-LINIE.

FOR SHANGHAI.

THE Steamship *LONGMOON*, Captain SCHLIER, will be despatched for the above Port on SATURDAY, the 24th Inst., at 3 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, August 20, 1901. 1738

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Trion, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship *EASTERN*, Captain ELLIS, will be despatched for the above Ports on FRIDAY, the 23rd September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CRUISE NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, August 19, 1901. 1728

Notices to Consignees.

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LONDON AND THE STRAITS.

THE Company's Steamship *Glenfury* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Andania*, Capt. ELLIS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under- signed and to the immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office, Hongkong, August 16, 1901. 1713

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PARRAMATTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted and Marked by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex *s. s. Rona*, from Australia, ex *s. s. Australia*, from Penang, &c., ex *s. s. N. S. N.*, and from B. & P. S. N. Co. Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 22nd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, August 16, 1901. 1705

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by the S. S. *Ernest Simons*, from London, HAVRE and MARSEILLE, are hereby informed that their Goods have been landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon.

Bills of Lading will be countersigned by the undersigned.

P. DE CHAMPMORIN, Acting Agent, Hongkong, August 15, 1901. 1697

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship *China* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant will be subject to rent.

No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & CO., Hongkong, August 19, 1901. 1732

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM LONDON AND THE STRAITS.

THE Steamship *Ernest Simons* having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... " 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENTS:
CANTON, PEKING, HANKOW, CHUNGKING, HONGKONG, TIENTSIN, HANKOW.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
" " " 12 " " " 4%
" " " 24 " " " 5%

E. W. RUTTER, Manager, Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... \$10,000,000
RESERVE FUND, ... " 10,000,000

Sterling Reserve, \$10,000,000
Silver Reserve, 3,750,000

RESERVE LIABILITY OF PROPERTIES, ... \$10,000,000

COURT OF DIRECTORS:—
R. SHAW, Esq., Chairman.
Hon. J. B. Bell, Esq., Deputy Chairman.

Hon. J. B. Bell, Esq., Deputy Chairman.
D. Meyer, Esq., N. A. S. Esq.,
R. L. Richardson, Esq., H. W. Slade, Esq.,
A. J. Laymond, Esq., H. K. Tomkins, Esq.,
J. Paul, Esq., Paul Wickowski, Esq.

CHIEF MANAGER:—
Hongkong—Sir T. JACKSON.
Shanghai—H. M. Davis, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

T. JACKSON, Chief Manager, Hongkong, August 17, 1901. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager, Hongkong, October 3, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, ... \$1,000,000
PAID UP CAPITAL, ... \$324,374.

HEAD OFFICE—HONGKONG.
Board of Directors:—
CHAN KIT SHAN, Esq., C. E. E. Esq.,
CHOW TUNG SHING, Esq., J. T. LAUS, Esq., Esq.

Chief Manager:—
Geo. W. F. PLAYFAIR.

Interest for 12 months Fixed ... 5%
Hongkong, March 18, 1901. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, ... £1,500,000
SUBSCRIBED CAPITAL, ... £1,125,000
PAID UP, ... £652,500
RESERVE FUND, ... £40,000

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
For 12 Months ... 4%
" 6 " " 3 1/2%
" 3 " " 3%

J. THURBURN, Manager, Hongkong, Hongkong, April 1, 1901. 234

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNPAID ... " 6,000,000
RESERVE FUND ... " 3,000,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENTS:—
TOKYO, KOREA, MANCHUKUO, SHANGHAI, HONGKONG, NEWCHANG.

LONDON BANKERS:—
The London Joint Stock Bank, Limited, Part's Bank, Limited, The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI, Manager, Hongkong, April 15, 1901. 599

Banks.

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, Shanghai Tls. 5,000,000.
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:—
BERLIN, CALCUTTA, HANKOW, TIENTSIN, SHINGTAU (KIAUSCHOW).

LONDON BANKERS:—
Messrs N. M. Rothschild & Sons, Union Bank of London, Ltd., Deutsche Bank (Berlin), London Agency Direction der Deutsche Gesellschaft.

Interests allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

E. F. GROS, Acting Manager, Hongkong, May 20, 1901. 296

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY ... " 800,000
HOLDERS ... " 800,000
RESERVE FUND ... " 800,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balances.

On Fixed Deposits for 12 months 4%
" " " 6 " " 3 1/2%
" " " 3 " " 3%

T. H. WHITEHEAD, Manager, Hongkong, July 9, 1901. 846

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP ... \$1,000,000.
RESERVE FUND ... 125,000.

Directors:—
J. S. VAN BUREN, Esq., C. E. E. Esq., C. S. SHARP, Esq., H. W. SLADE, Esq., HU TUNG, Esq.

General Managers:—
Messrs JOHN D. HUMPHREYS & SON.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgages, to invest funds in Mortgages or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, May 13, 1901. 361

Insurances.

Prompt Payment.

Copy of a letter received from the Legal Representative of the late J. F. LEON, (Manager of CAMPBELL & MOORE, Ltd.)—
Hongkong, 27th July, 1901.

Dear Sir, I am instructed by Mrs. LEON to thank you for the trouble you took and for the very prompt way you paid the Insurance, as compared with the other Company, which did not pay until about two weeks after you did.

Yours truly, (Sgd.) J. LEE, Brother-in-law of Mrs. LEON.

F. RYAN, Esq., Manager, Equitable Life Assurance Society of the U.S.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HUTZ, S. JACOB & Co., Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714.)
CAPITAL FULLY SUBSCRIBED, 2,450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEEDED £3,450,044.
TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS for the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents, Hongkong, July 3, 1901. 1337

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,631.
Authorised Capital, ... £3,000,000 0 0
Subscribed Capital, ... £2,750,000 0 0
Paid-up Capital, ... £2,537,000 0 0
Fire Funds, ... £2,537,115 14 4

HAVING been appointed Agents of the above Company we are prepared to accept European and Chinese RISKS at Current Rates.

Vessels Advertised as Loading

Persons interviewed as follows:

| Destination. | Vessels. | Agents. | Date of Leaving. |
|-----------------------------|-----------------------|-------------------------|---------------------|
| Amoy and Tamsui. | Hainan (s). | Douglas Laprak & Co. | Aug. 23, daylight. |
| Australian Ports. | Eastern (s). | Gibb, Livingston & Co. | Sept. 6, daylight. |
| Australian Ports. | Taiyuan (s). | Butterfield & Swire. | Sept. 10. |
| Australian Ports. | Kasuga Maru (s). | Nippon Yusen Kaisha. | Aug. 23, at p.m. |
| Bremond Ports of Call. | König Albert (s). | Norddeutscher Lloyd. | Aug. 22, at noon. |
| Havre and Hamburg. | Alexandria (s). | Hamburg-Am'k Linie. | Aug. 23, at p.m. |
| H'wei, P'unch & H'burg. | Siberia (s). | Hamburg-Am'k Line. | Sept. 10. |
| Japan Ports & Yau'v. | Athenion (s). | Canadian P'fic R. Co. | Sept. 4. |
| Kobe and Moji. | Kansu (s). | Butterfield & Swire. | Aug. 31. |
| Liverpool. | Orantes (s). | Butterfield & Swire. | Sept. 15. |
| London & Ports of Call. | Masilila (s). | P. & O. S. N. Co. | Aug. 31, at noon. |
| London. | Peleus (s). | Butterfield & Swire. | 'August 22. |
| London. | Stentor (s). | Buttfield & Swire. | Sept. 3. |
| London. | Baner (s). | P. & O. S. N. Co. | About Sept. 7. |
| London. | Changsha (s). | Butterfield & Swire. | Aug. 22, at p.m. |
| Manila. | Perla (s). | Shevan, Tomes & Co. | Aug. 23, at p.m. |
| Manila. | Perla (s). | Messageries Maritimes. | Aug. 26, at p.m. |
| Marselles v. Saigon. | Oceanien (s). | Nippon Yusen Kaisha. | Aug. 23, daylight. |
| Marselles & London. | Kawachi Maru (s). | Shevan, Tomes & Co. | About Oct. 25. |
| New York. | Manuel Liguano | Arnhold, Karberg & Co. | Quick despatch. |
| New York. | Sagami. | Dredell & Co., Limited. | About Aug. 22. |
| New York. | Suez Canal. | Dredell & Co., Ltd. | About Sept. 4. |
| New York. | Suez Canal. | Shevan, Tomes & Co. | About Sept. 10. |
| Ningpo and Shanghai. | Woonung (s). | Butterfield & Swire. | Aug. 22. |
| Saimang & Soerabaya. | Chuanang (s). | Jardine, Matheson & Co. | Aug. 22, at noon. |
| San Diego & San F. | Co Strathglo (s). | Butterfield & Swire. | About Sept. 15. |
| S. Francisco v. Japan. | Coptic (s). | D. & O. S. N. Co. | Sept. 10, at Noon. |
| S. Francisco v. Japan. | Pura (s). | Butterfield & Swire. | Aug. 31, at noon. |
| S. Francisco v. Japan. | Nippon Maru (s). | Toyo Kisen Kaisha. | Aug. 25, daylight. |
| S'hai, Kobe & Y'ma. | Formosa (s). | P. & O. S. N. Co. | About Aug. 26. |
| Shanghai. | Nankin (s). | P. & O. S. N. Co. | Aug. 22, daylight. |
| Shanghai. | Luongmoon (s). | Siemens & Co. | 'Aug. 24, at 3 p.m. |
| Shanghai. | Chusan (s). | P. & O. S. N. Co. | About Aug. 30. |
| Shanghai. | Mazagon (s). | P. & O. S. N. Co. | About Aug. 30. |
| Shanghai. | Changsha (s). | Butterfield & Swire. | Aug. 30. |
| S'hai, N'ki, H'gok & Y'ma. | Prinz Heinrich (s). | Norddeutscher Lloyd. | About August 22. |
| S'hai, N'ki, K'baek & Y'ma. | Indus (s). | Messageries Maritimes. | Aug. 26. |
| S'ow, Amoy, Aiping. | Maiduru Maru (s). | Mitsui Bussan Kaisha. | Aug. 23, morning. |
| S'ow. | Haiching (s). | Douglas Laprak & Co. | Aug. 22, at 10 a.m. |
| S'ow, Amoy & Chow. | Aiping Maru (s). | Mitsui Bussan Kaisha. | Aug. 23, daylight. |
| Yamouder (B.C.), & Co. | Empress of India (s). | Canadian P'fic R. Co. | Aug. 28, at noon. |
| Yokohama and Kobe. | Glengly (s). | McGregor Bros. & Gow. | Aug. 27. |

August 21, 1901

| Stocks. | No. of Shares. | Value. | Paid up. | Closing Quotations, Unit. |
|------------------------------------|-------------------|----------|-------------|------------------------------|
| BANKS. | | | | |
| Hongkong and Shanghai Bank Corp. | 80,000 | \$ 125 | al. | 387½ prem. = \$609 37½ |
| Bank of China & Japan, Limited | ordinary 190,875 | £ 8 | 4 | 15½ sellers, London, £61 14 |
| " " deferred 1,200 | | £ 1 | 2 | 65.5 |
| National Bank of China, Limited | 29,055 | £ 10 | 4 | 828, buyers |
| | 29,055 | £ 10 | 4 | 828, buyers |
| Do. Founders' shares | 70 | £ 1 | 2 | 31½, sellers |
| MARINE INSURANCES. | | | | |
| Canton Insurance Office Co., Ltd. | 10,000 | \$ 25 | 8 | 50 3180, sellers |
| China Traders' Insurance Co., Ltd. | 20,000 | \$ 83 33 | 2 | 500, sellers |
| China Marine Insurance Co., Ltd. | 20,000 | \$ 83 33 | 2 | 500, sellers |

Register.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the old Po'Loe Basin at Tsim Sha Tsui during the years 1887-9.

The zero of the table is Low Water ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard add 7 in., and on the gauge at Lamoon Dock Aberdeen, add 12 in. 9 in. to the height given in the table.

| HIGH WATER. | | | | LOW WATER. | | | |
|--------------|---------------|---------------------|---------|---------------------|---------|---------------|--------------|
| Day of Week. | Day of Month. | Hongkong Mean Time. | Height. | Hongkong Mean Time. | Height. | Day of Month. | Day of Week. |
| Thurs. | 22 | 11 31 | 11 | 11 31 | 11 | 23 | Thurs. |
| Fri. | 23 | 11 49 | 10 | 11 49 | 10 | 24 | Fri. |
| Sat. | 24 | 12 7 | 9 | 12 7 | 9 | 25 | Sat. |
| Sun. | 25 | 12 15 | 8 | 12 15 | 8 | 26 | Sun. |
| Mon. | 26 | No inferior high | 10 | No inferior high | 10 | 27 | Mon. |
| Tues. | 27 | 12 30 | 11 | 12 30 | 11 | 28 | Tues. |
| Wed. | 28 | 12 37 | 10 | 12 37 | 10 | 29 | Wed. |
| Thurs. | 29 | 12 44 | 9 | 12 44 | 9 | 30 | Thurs. |
| Fri. | 30 | 12 51 | 8 | 12 51 | 8 | 31 | Fri. |

Exchange.

Hongkong, August 31, 1901.

table given
the Nautical

in London from the result of the analysis of observations taken by means of an automatic recording machine at the Tidal Pool Po'Lo Basin at Tam Sa Shui due to the tides 1887-9.

The zero of the table is Low Water ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the reading of water on the gauge at the Victoria Naval Yard add 7 in., and on the gauge at Elephant Docks Aberdeen, add 12 ft. 9 in. to the height given in the table.

22nd to 28th August.

| Day of Week. | Date of Day. | HIGH WATER. | | LOW WATER. | |
|--------------|--------------|---------------------|---------|---------------------|---------|
| | | Hongkong Mean Time. | Height. | Hongkong Mean Time. | Height. |
| Thurs. | 22 | h m | ft. in. | h m | ft. in. |
| | | 1 14 | 1 8 | 8 31 | 1 |
| Fri. | 23 | 1 14 | 1 8 | 10 30 | 3 |
| Sat. | 24 | 1 54 | 1 5 | 10 50 | 1 |
| Sun. | 25 | 1 54 | 1 5 | 11 50 | 1 |
| | | No inferior | high | 12 50 | water |
| | | 1 34 | 1 10 | 1 34 | 1 |
| Tues. | 27 | 1 34 | 1 10 | 10 16 | 1 |
| | | 1 35 | 4 4 | 5 54 | — |
| | | 1 35 | 4 4 | 11 16 | 1 |
| Wed. | 28 | 1 41 | 4 8 | 1 48 | — |
| | | 1 46 | 2 7 | 1 48 | 1 |

Exchange.

Hongkong, August 31, 1901

LS will close :-
 SATURDAY :-

FRENCH MAIL.—*Le Paquet de la Chine*, the 19th August, will arrive on Monday, the 26th August. This Packet may be expected here on or about Monday, the 26th August. This Packet brings replies to letters despatched from Hongkong on 22nd June last.

The T. K. K. s.s. America Murry, will mail on Monday, the 26th August, for the port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th Aug.

The P. & O. C. S. City of Peking, with mail for A. S., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 17th Aug.

Steamers Expected.

The P. & O. C. S. s.s. Formosa left Singapore for this port on the 18th Aug.

Kawachi Maru, at 5 p.m., on T
by the 22nd 1000.

The N. Y. K. s.s. *Gaika Maru* left Kobe via Moji and Shanghai for this port on the 16th Aug., and is expected to arrive here on the 24th August.

The N. Y. K. s.s. *Fredericus Maru* is expected to leave for Hongkong and Penang, via Colombo and Singapore, for this port on the 17th August, and is expected to arrive here on the 4th Sept.

The C. M. Co.'s str. *Nagoya*, from Glasgow and Liverpool, passed the Canal on the 13th Aug., and may be considered due at Singapore on or about the 2nd of Sept.

The s.s. *Richmond Castle* sailed from New York on the 24th July, for Straits, Hongkong, China and Japan.

The C. O. S. Co.'s s.s. *Carlisle City* left San Diego on 1st Aug. for Hongkong, via Japan and Vladivostok.

to be despatched on THURSDAY

Rong, via Japan and Vladivostock.
The N. O. C.'s s.s. *Braceana* has arrived
at Yokohama and sailed on Aug. 6th
for Hongkong.
The B. L. str. *Satsuma*, from New York
left Singapore on the 12th Aug. for
Manila and Hongkong.

Latest Arrives.
The N. O. C.'s s.s. *Optic*, with the
AMERICAN MAIL, of the 2nd July, will
leave Yokohama on Thursday, the 22nd
August, and may be expected here on
or about Friday, the 30th Aug.
The C. P. R. C.'s s.s. *Athena* arrived at
Shanghai at 3 p.m. on Monday, the
19th Aug., and will again at 1 p.m.
on Tuesday for Hongkong, where she
is due to arrive at 6 p.m. on Friday,
the 23rd Aug.

The s.s. *Huylen*, from Japan, China and

be despatched on FRIDAY,
August 1 with 25...

is due to arrive at 6 p.m., on Friday, the 23rd Aug.

The S. *Hughes*, from Japan, China and Hongkong arrived in New York on the 18th Aug.

The P. M. S. *Peru*, with mails &c., left Shanghai for this port on Wednesday morning, the 21st Aug., at daylight.

VESSELS AT THE DOCKS.—At *Kaitou*.—*Canton River*, Victoria, Saldent, Nippon Maru, Wilmington, Maidzuru Maru, H.M.S. *Brisk*.

Cosmopolitan.—U.S.S. *Don Juan de Austria*.—(None).

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.

the 22nd August.
For SINGAPORE, PENANG & CO
LONDON.—
Per *Kawachi Maru*, at 5 p.m., on Thurs-
day, the 22nd August.
For SWATOW, AMOY & ANPING.—
Per *Kawachi Maru*, at 5 p.m., on
Thursday, the 22nd August.
For MANILA, THURSDAY ISLAND,
TOWNSVILLE, BRISBANE, SYD-
NEY & MELBOURNE.—
Per *Kasuga Maru*, at 3 p.m., on Friday,
the 23rd August.
For MANILA.—
Per *Longyang*, at 3 p.m., on Friday,
the 23rd August.
Per *Potsu*, at 4 p.m., on Friday, the 23rd
August.

EVER ISSUED UNDER

MAILS BY THE GERMAN PACKET.--
The German Contract Packet *König Albert* will be despatched on THURSDAY, the 22nd August, with Mails for the United Kingdom, the Continent of Europe and countries beyond, *via* Brindisi, to the Straits Settlements, Java, Barmah, Ceylon, India, (via Tuticorin), Aden, Egypt, Malta, &c., &c.
Registration 3 p.m. (Registration with late fee of 10 cents, up to 3.45 p.m.)
Letters at 4 p.m.
Late Letters 4.10 to 4.30 p.m. Extra Postage 10 cents.

MAILS BY THE IMP. JAPANESE PACKET.
The Imp. Japanese Packet *Nippon Maru* will be despatched on FRIDAY,

TELEGRAPHIC NEWS FROM
NORTH CHINA

will be despatched on FRIDAY, the 23rd August, with Mails, for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—
Registration at 4 p.m.
Registration, with late fee of 10 cents, up to 4.45 p.m.
Letters, 5 p.m.

REGISTRATION.—Correspondence can be registered for all *Private* ship mails up to a quarter-of-an-hour before the time of closing.

One Unhappy Man

Brindisi; to the Straits Settlements, Batavia, Barmah, Ceylon, India, (via Tuticorin), Aden, Egypt, Malta, &c., &c.

Registration 3 p.m. (Registration, with late fee of 10 cents, up to 3.45 p.m.)

Letters at 4 p.m.

Late Letters 4.10 to 4.30 p.m. Extra Postage 10 cents

MAILS BY THE IMP. JAPANESE PACKET.

The Imp. Japanese Packet *Nippon Maru* will be despatched on **FRIDAY**, the 23rd August, with Mails, for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed at followa—

Registration at 4 p.m.

Registration, with late fee of 10 cents, up to 4.45 p.m.

Letters, 5 p.m.

REGISTRATION.—Correspondence can be registered for all *Private* ship mails up to a quarter-of-an-hour before the time of sailing.

Following notice is issued for
 Laboratory :—

| | |
|-----------------------|----|
| TEENPINDER - 9 A.M. | 81 |
| Do. 1 P.M. | 83 |
| Do. 4 P.M. | 83 |
| Do. (Wet bulb) 9 A.M. | 79 |
| Do. 1 P.M. | 79 |
| Do. 4 P.M. | 79 |
| Do. Maximum | 83 |
| Do. Minimum overnight | 79 |

Opium Quotations.

Hongkong, August 21, 1901.

| | |
|---------------------------|-----------|
| New Patna, cash. | 355 |
| Old Patna, cash. | 372½ |
| New Benares, cash. | 327½ |
| Old Benares, cash. | 327½ |
| New Malwa, credit. | 800/870 |
| Allowance, Telsl. | net. 8/16 |
| Last Year. | 890/890 |
| Allowance Telsl. | net. 8/16 |
| Old Benares, credit. | 800/850 |
| Allowance, Telsl. | net. 8/16 |
| Persian, Oily, cash. | — |
| Allowance, Telsl. | — |
| Persian, Paper tied long. | 820 |
| Allowance, Telsl. | — |

en at Messrs Falconer &

| HONGKONG, August 21, 1901. | |
|----------------------------|-------|
| BARONNETTER — 9 A.M. | 23.76 |
| Do. 1 P.M. | 23.74 |
| Do. 4 P.M. | 23.75 |
| TEENONNETTER — 9 A.M. | 81 |
| Do. 1 P.M. | 83 |
| Do. 4 P.M. | 83 |
| Do. (Wet Bulb) 9 A.M. | 79 |
| Do. Do. 1 P.M. | 78 |
| Do. Do. 4 P.M. | 79 |
| Do. Maximum | 83 |
| Do. Minimum | 79 |

| Opium Quotations. | |
|----------------------------|---------|
| HONGKONG, August 21, 1901. | |
| New Patna, cash. | 355 |
| Old Patna, cash. | 372½ |
| New Benares, cash. | 327½ |
| Old Benares, cash. | 327½ |
| New Malwa, credit. | 820/870 |
| Allowance, Telsl. | 81 |
| Last Year. | 889/890 |
| Allowance, Telsl. | 816 |
| Old Benares credit. | 308/310 |
| Allowance, Telsl. | 816 |
| Persian, Oily, cash. | — |
| Allowance, Telsl. | — |
| Persian, Paper tied long. | 820 |
| Allowance, Telsl. | — |

NGKONG, August 21, 1961

| | |
|---------------------------|-------------|
| New Patna, cash, | 355 |
| Old Patna, cash, | 972 1/2 |
| New Benares, cash, | 927 1/2 |
| Old Benares, cash, | 915 |
| New Malwa, credit, | 830/87 0 |
| Allowance, Taelis, | net. 8 1/10 |
| Last Year, | 859/89 0 |
| Allowance Taelis, | net. 8 1/10 |
| Old Malwa credit, | 900/820 |
| Allowance, Taelis, | net. 8 1/10 |
| Persian, Oily, cash, | — |
| Allowance, Taelis, | — |
| Persian, Paper tied long, | 820 |
| Allowance, Taelis, | — |

Oily, cash,

Allowance, Tael,
 Persian, Paper tied long, 820
 Allowance, Tael, —

10

[illegible]